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NEW YORK CITY TO GO FORWARD ONCE MORE STIMULATED BY GREAT NEW TRANSIT SYSTEM

**Fortunes Greater Than Those Created
by the Present Subway Expected to
Result From the Demand for Prop-
erty Along the 324 Miles of New Lines**

By EDWARD E. McALL,
Chairman of the Public Service
Commission.

As far as I can judge the real estate outlook for the year 1914 is more promising than it has been for many years. This I say in view of the tremendous transit improvements which the city of New York is now making and the effect of which should be felt during the year 1914. The construction of subways and elevated railroads invariably has brought about a large increase in the value of real property, especially in territory previously deficient in transportation facilities. The dual system of rapid transit we expect to see in complete operation by January 1, 1917. The intervening three years, therefore, should bring about the development of many hitherto neglected sections of the city, as well as increased values in sections already built up. If we could see to-day the figures which will appear on the assessment books four years hence I am sure they would startle even the most optimistic of real estate operators.

We know what a stimulus the existing subway proved to valuations in Manhattan and The Bronx, and we have every reason to believe that history will repeat itself when the new lines now under construction are completed and placed in operation. The existing subway all told has only about seventy-five miles of single track. The new construction alone of the dual system will add 324 miles of single track to the existing lines. That system will embrace the existing subway, the existing elevated lines in Manhattan and The Bronx and the existing elevated railroads in Brooklyn, with a total of 399 miles of single track. With the 324 miles of new construction the whole system will have a trackage of 623 miles, which will be divided for operation between the Interborough Rapid Transit Company and the New York Municipal Railway Corporation.

Before this system can be placed in operation the city of New York and the two operating companies will have expended more than \$300,000,000 for construction and equipment. Even in the financial capital of the richest nation of the world, where transactions involving millions are of common occurrence, this is a stupendous total for disbursement within four short years. It is more than one-third of the national debt, and it is about the cost of the Panama Canal. Such an amount of money invested in a public improvement anywhere in the world must be followed by great benefits to the surrounding property.

When the existing subway was built its two branches in The Bronx, viz., the Broadway division and the Lenox avenue division, projected largely into undeveloped territory. A study of the real estate values of vacant lots in this territory for the year 1900, four years prior to the opening of the subway, shows the increase in valuations brought about by the operation of the subway. Comparison of these values with the assessed valuations in 1907, a little more than two years after the subway began operation, shows an astounding increase. In the territory opened up by the Broadway branch valuations between 155th street and Spuyten Duyvil from 1900 to 1907 increased about \$60,000,000. The normal increase of the previous seven years was estimated at \$20,000,000, which, subtracted from the 1907 valuations, shows the increase due to the building of the subway to have been about \$40,000,000. This was an increase of 104 per cent. in seven years. Property developed by the Lenox avenue branch made a similar showing. The aggregate increase for the seven years in the district from the Harlem River to Bronx Park (vacant lots) was about \$11,500,000. As the normal increase for the previous seven years was estimated at \$13,500,000, this showed an increase of \$11,500,000 apparently due to the building of the subway. I see no reason why a similar increase in values should not follow the opening up of the dual system in undeveloped or partially developed sections.

I am glad to be able to state that construction work on the dual system is progressing rapidly. There is now under construction nearly \$60,000,000 worth of work and before the new year is two months old this total will be increased to more than \$100,000,000. This means that more than half of the work which the City of New York is to pay for in the new system is already under contract. This work is being done by eighteen different contractors who employ all told a daily force of about 7,000 men. For the year 1913 up to the 15th of December the City of New York had paid these contractors a total of nearly \$15,000,000, so that the new work is already putting into circulation more than \$1,000,000 of new money every month. The average expenditure for 1914 will be even larger, so that the construction of this great work is already proving an important factor in the employment of labor and the promotion of the general prosperity.

While the dual system will extend rapid transit facilities to many undeveloped sections, it will also relieve present congestion in most of the developed portions of the city. Even streets in the old city of New York, away down in the financial district of Manhattan, will be tunneled to make space for the tracks which will radiate under rivers and over miles of land to the remotest districts of Brooklyn, Queens and The Bronx. The system will have two grand divisions, one to be operated by the Interborough Rapid Transit Company and the other by the New York Municipal Railway Corporation. In the Interborough territory important additions will be made to the subway and elevated lines it now operates. The subway runs from Flatbush and Atlantic avenues in Brooklyn under the East River

branches, the westerly branch running through Mott, River and Jerome avenues to Woodlawn road and the easterly branch through Southern Boulevard and Westchester avenue to Pelham Bay Park. Each of these branches will be a three track road.

On the West Side, beginning at Times Square, there will be an extension down Seventh avenue, Varick street, West Broadway and Greenwich street to the Battery. This also will be a four track line from Times Square to Park place,

to Manhattan and up the East Side at Manhattan Island to Forty-second street at the Grand Central Station, where it

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**Public Service Commission Pushing Work
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About Which Centre Hopes of All
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extending from Christopher street on the south to 116th street on the north. Under the dual system plans this third track will

the local tracks south of Forty-second is one of the great defects of present operation. Under the dual system this will be remedied by the extension of the third track from Forty-second street down to City Hall. There will also be a third track added to the Second avenue line for its entire length below the Harlem River. The Third avenue line will be third tracked also across the Harlem and as far as Pelham avenue. An extension of this line will also be built from the present terminus north through Webster avenue to Gun Hill road and through Gun Hill road to White Plains road, where a junction will be made with the extension of the Lenox avenue subway to 21st street. This extension, like Jerome avenue, will be used jointly by subway and elevated trains, so that when the system is completed it will be possible for a passenger to travel on the elevated line or the subway from the City Hall to 21st street without change of cars and for a single fare.

The Interborough lines will also be extended into the Borough of Queens, which up to the present time has never enjoyed rapid transit except such as is possible through the Pennsylvania tunnels. The city is now building for operation by the Interborough, with trackage rights also to the New York Municipal Railway Corporation, two important lines in Queens borough. Both begin at Queensboro Bridge, and one runs north through Second avenue to Ditmars avenue, Astoria, and the other through Roosevelt avenue to Corona and Flushing, and each will be a three track elevated railroad. The Interborough company will extend the Second avenue elevated line to and over the Queensboro Bridge to connect with these new lines, over which it will operate elevated trains from the Second avenue system. The city also is building an extension to the Steinway tunnel from its present terminus in Long Island City to the Queensboro Bridge plaza. This extension also will join the new Queens lines so that the Interborough will be enabled to run trains from the Steinway tunnel to Astoria and to Flushing. The Steinway tunnel also will be extended on the Manhattan side through Forty-second street to Times Square and a junction with the existing subway, so that eventually it will be possible for trains starting at Van Cortlandt Park to pass through the Steinway tunnel and over the new lines to Astoria and Flushing.

The mere statement of the extent to which the Interborough lines are to be expanded is sufficient to convince any one that the dual system will work a revolution in transportation facilities in the field now covered by that system. No one can now predict the full extent of the benefits which will follow. It will remain for actual operation to show the degree of benefit which this great improvement will confer.

In the Brooklyn field no less of a traffic revolution will follow the completion of the dual system. This territory is now served mainly by the lines of the Brooklyn Rapid Transit Company. This company, under the name of the New York Municipal Railway Corporation, has made a contract with the City of New York to connect its existing lines with new lines to be built by the city and to operate them as one system. At present the Brooklyn elevated railroads cover 105 miles of single track. Under the dual system the company will have for operation 315 miles of single track. The Brooklyn elevated roads now enter Williamsburg Bridge. Under the new system they will have additional entrances through two new tunnels under the East River and over the Manhattan Bridge. At present all such lines terminate at the two bridges named, so that passengers must pay another fare to reach any other part of Manhattan. The dual system will provide the Brooklyn company with two new subways in Manhattan through which the entire traffic of the Brooklyn elevated railroads can be distributed without the payment of an additional fare. One of these subways is the Centre street loop and the other the Broadway subway. The Centre street loop is already completed from the Manhattan end of the Brooklyn Bridge north through Centre street to Delancey street extension, and through Delancey street extension to the Williamsburg Bridge, with a spur at Canal street connecting with the Manhattan Bridge. This spur is now being connected with the Brooklyn Bridge and will soon be extended down Nassau street to Broad street, and a connection with the proposed tunnel under the East River from Whitehall street, Manhattan, to Montague street, Brooklyn, and a connection with the Fourth avenue subway in Brooklyn. The Broadway subway will also be connected with this tunnel line and will extend up Trinity place and Church street to Vesey street, through Vesey street to Broadway and up Broadway to Forty-second street at Times Square and thence up Seventh avenue to Fifty-ninth street. From Canal street to Forty-second street this subway will be a four track road. At Fifty-ninth street two tracks will terminate and two tracks will continue eastward through Fifty-ninth and Sixtieth streets to and over the Queensboro Bridge and a connection with the new rapid transit lines in Queens borough.

The Centre street loop subway is the first part of the dual system to be placed in operation. Since August 4 last the all its elevated trains coming from the Williamsburg Bridge through this subway. For this purpose only the two westerly tracks in the loop subway are being used, and the other two tracks will remain idle until the connection with the Brooklyn Bridge is completed. The present operation, however, has greatly relieved the crush on the Brooklyn Bridge.

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The Spirit of New York

turns westward and runs through Forty-second street to Broadway at Times Square, and thence continues up Broadway to Ninety-sixth, where it divides into two branches, the westerly branch continuing up Broadway and across the Harlem River to Van Cortlandt Park or 242d street and the easterly branch running out Lenox avenue and other streets to Bronx Park or 180th street. The line from Brooklyn Bridge to Ninety-sixth street is a four track road upon which both express and local trains are operated. The dual system plans call for the extension of this subway from Forty-second street at the Grand Central Station, up Lexington avenue, an East Side thoroughfare, to the Harlem River as a four track road. Here the line will divide into two

where two tracks will diverge to Brooklyn and the other two continue on to the Battery and a junction with the existing subway loop under Battery Park. The two tracks diverging at Park place will continue through Park place under the Post Office building to Beekman street, through Beekman street to William street, and down William street to Old Slip, where they will enter the tunnel to be built under the East River to Clark street, Brooklyn, and a connection with the existing subway near Borough Hall, Brooklyn. The subway which now ends at Flatbush and Atlantic avenues will also be extended out Flatbush avenue to Eastern Parkway and through Eastern Parkway to Buffalo avenue. This will be a four track road. From Buffalo avenue

East Side from Brooklyn Bridge to the Harlem River. Similarly by building the Seventh avenue subway south of Forty-second street and attaching it to the existing subway in Broadway north of that street the company will have a complete West Side line from Park place to Ninety-sixth street. Instead of having four tracks between Brooklyn Bridge and Ninety-sixth street, as at present, the new system, therefore, will have eight tracks between those points, practically a duplication of the existing subway.

In The Bronx the existing branches of the subway have only two tracks each, although in places there are three tracks, but for operating purposes they may be considered two track lines. As the new line up Jerome avenue and the new line

be extended to Battery place on the south and to 155th street on the north, so that through express service will be possible for the entire length of the present line. In addition the Ninth avenue line will be connected at 155th street with the proposed elevated branch of the Lexington avenue subway in Jerome avenue, which will be used jointly by elevated and subway trains. When this is done travellers on the West Side elevated roads will be enabled to go from downtown Manhattan to Woodlawn road without change of cars.

Of the East Side elevated roads the Second avenue line has no third track whatever. The Third avenue line has a third track from Forty-second street to the Harlem River at 129th street. The new has a third track for express service

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